

REGIONAL COUNCIL

AGENDA

	<i>PAGE #</i>	<i>ACTIONS</i>
1.0 <u>CALL TO ORDER & PLEDGE OF ALLEGIANCE</u>		Councilmember Bernson, President
2.0 <u>PUBLIC COMMENT PERIOD</u> – Members of the public desiring to speak on items on the agenda or items not on the agenda, but within the purview of the Council, must fill out and present a speaker’s card to the Exec. Assistant prior to speaking. Comments will be limited be to three minutes. The President may limit the total time for all comments to twenty minutes.		
3.0 <u>CONSENT CALENDAR</u>		
3.1 <u>Approval Items</u>		
3.1.1 <u>Approval of June 6, 2002 Minutes Attachment</u>	01	
3.1.2 <u>Contracts Attachment</u> <ul style="list-style-type: none">• Center for the Continuing Study of So. Calif. California Economy	14	
3.1.3 <u>DBE Goal & Methodology Attachment</u>	18	
3.2 <u>Receive & File</u>		
3.2.1 <u>SCAG Legislative Matrix 2001-2002 Session Attachment</u>	26	
3.2.2 <u>Contracts/Purchase Orders \$5,000 - \$25,000 (Info Only) Attachment</u> <ul style="list-style-type: none">• Ametron Audio/Video• Caliper Corporation• Dell Marketing• Jeskell, Inc.• Sheraton Universal	32	
3.2.3 <u>Conflict of Interest Listing – Attachment</u>	33	
3.2.4 <u>Travel Demand Model Work for RCTC Attachment</u>	36	

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• <u>PRESIDENT'S REPORT</u>		
<u>Executive Committee Report</u> Attachment	38	
The Executive Committee reviewed and approved the following items:		
<u>Consent Calendar</u>		
• Sponsorship of 2002 Governor's Environment & Economic Awards Program	39	
• Sponsorship of UCLA Arrowhead Conference in the amount of \$5,000.	44	
• Subregional Consultant Contract (Public Financial Management)	46	
• 2001-2002 Legislative Summaries	48	
• Sponsorship of California Legacy Project Workshops (Approve name-only sponsorship – no cost to SCAG)	53	
<u>Actions Items</u>		
• Subcommittees & Task Force Appointments		
• Audit Appeal Response; Amendments 3 & 4		
• Status of 2002-2003 Overall Work Program		
• Kern County Memorandum of Understanding	56	
• Amend SCAG Building lease	59	
Recommended Action: Ratify Executive Committees' recommendation to approve.		
<u>Appointments</u>		
<u>Regional Council</u> Hon. Mike Dispenza, Palmdale, Representing District 43		
<u>Regional Council Representatives to Policy Committees</u> TCC: Hon. Art Brown, Buena Park Hon. Yvonne Burke, County of Los Angeles Hon. Ruth Galanter, Los Angeles Hon. Eric Garcetti, Los Angeles Hon. Nate Holden, Los Angeles Hon. Nick Pacheco, Los Angeles Hon. Dennis Zine, Los Angeles		



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Appointments – Cont'd

CEHD: Hon. Ken Blackwood, Lomita
Hon. Wendy Greuel, Los Angeles
Hon. Janice Hahn, Los Angeles
Hon. Alex Padilla, Los Angeles
Hon. Jan Perry, Los Angeles
Hon. Ed Reyes, Los Angeles

EEC: Hon. Tom LaBonge, Los Angeles
Hon. Cindy Miscikowski, Los Angeles
Hon. Jack Weiss, Los Angeles

Subregional Representatives to Policy Committees

Gateway Cities:

EEC: Hon. Xochilt Ruvalcaba, South Gate

SANBAG:

CEHD: Hon. David Eshleman, Fontana

Best Practices Oversight Committee

Hon. Zev Yaroslavsky, Los Angeles County

Maglev Task Force

Hon. Christine Barnes, La Palma

Hon. Wen Chang, Diamond Bar

Aviation Task Force

Hon. Mike Antonovich, Los Angeles County

Hon. Hal Bernson, Los Angeles

Viggo Butler, United Airports Limited

Hon. Bill Davis, VCTC

Hon. Richard Dixon, Lake Forest

Hon. Ruth Galanter, Los Angeles

Milford T. Harrison, San Bernardino National Airport

Lydia Kennard, LAWA

Hon. Don Knabe, Los Angeles County

Hon. Judy Mikels, Ventura County



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Aviation Task Force (Cont'd)

Hon. Stacey Murphy, Burbank
Hon. Gary Ovitt, Ontario
Hon. Bev Perry, Brea
Hon. Ron Roberts, Temecula
Jon Russell, Airline Pilots Association
Carol Schatz, Central City Association
Hon. Charles Smith, Orange County
Ted Stein, Los Angeles City Airport Commission

Recommended Action: Ratify Executive Committees' recommendation to approve.

- EXECUTIVE DIRECTOR'S REPORT

4.0 ACTION ITEMS

4.1 Administration Committee Report

Supervisor Jon
Mikels, Chair

4.1.1 Committee Meeting Scheduling & Conflicts

The League of California Cities is scheduled to meet on the same day as the RC in October.

Recommended Action: Discuss the October meeting conflict and provide staff direction.

4.2 Transportation & Communications Committee (TCC) Report

Mayor Roberts
Chair

4.2.1 2002 Regional Transportation Improvement Program (RTIP) Attachment

60

Staff will present the TIP and the resolution of issues that have been raised including written comments and responses.

Recommended Action: Approve and authorize Executive Director to transmit the 2002 RTIP and the associated conformity findings to the state & federal agencies for their action

REGIONAL COUNCIL

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<u>TCC Report – Cont’d</u>		
4.2.2 <u>Gold Line Extension Phase II (Pasadena to Claremont) Regionally Significant Transportation Investment Study Attachment</u>	68	
Recommended Action: Support finding that logical eastern terminus of the Gold Line Phase II is the City of Montclair’s Transit Center rather than the City of Claremont.		
4.2.3 <u>California – Nevada Super-Speed Train Commission’s (C-NSSTC) Anaheim to Ontario Maglev Study Attachment</u>	71	
Recommended Action: Support Maglev TF action directing staff to coordinate work with C-NSSTC for the Study.		
4.2.4 <u>Create a new Highway Task Force focusing on Highway and Arterial issues Attachment</u>	73	
Recommended Action: Approve		
4.3 <u>Energy & Environment Committee Report</u>		Councilmember Young, Chair
4.3.1 <u>AB 2650 – (Lowenthal) – Air Pollution: Truck Emissions and Marine Terminals Attachment</u>	78	
AB 2650 requires marine terminals to operate so that trucks do not idle for more than 30 min.		
Recommended Action: Support		

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4.4	<u>Community, Economic & Human Human Development (CEHD)</u>	Mayor Alexander Chair
4.4.1	<u>Socioeconomic Trend Projections Attachment</u>	93
	<p>The Socioeconomic growth forecast process includes three major steps: trend projection, baseline projection, and plan forecast. CEHD approved the trend projection as a working number for further disaggregation and distribution for local review.</p> <p>Recommended Action: Approve the trend projection as working number for further disaggregation & distribution for local review.</p>	
4.4.2	<u>Local Review Process on the Socioeconomic Trend Projection Attachment</u>	97
	<p>Due to recent delays in additional review of the methodologies and assumptions staff recommends that all local review efforts be focused on trend projection in order to formulate the baseline projection.</p> <p>Recommended Action: Approve a two-month review process on the trend projection to form the local input baseline projection.</p>	
4.5	<u>Report on Best Practices Oversight Committee</u>	Supervisor Jon Mikels, Chair
4.6	<u>Communications Committee Report</u>	Councilmember Proo, Chair

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5.0	<u>INFORMATION ITEMS</u>	
5.1	<u>Monthly Financial Report May 2002 & June 2002 Attachment</u>	Bert Becker Chief Financial Officer (CFO)
	The CFO provides a report which reflects Financial status and cash flow, General Fund Expenditure status and, on a quarterly basis a report on membership dues.	100
5.2	<u>Update on Caltrans Audit</u>	Bert Becker, CFO
5.3	<u>Update on Audit Resolution Plan</u>	Bert Becker, CFO
5.4	<u>2002-2003 Budget & Contract Report</u>	Bert Becker, CFO
6.0	<u>COMMENT PERIOD</u>	
	Any Regional Council member or staff desiring to comment on items not covered on the agenda may do so at this time. Comments should be limited to three minutes.	
7.0	<u>LEGAL COUNSEL REPORT</u>	
7.1	<u>Closed Session</u>	
8.0	<u>ADJOURNMENT</u>	
	The next meeting is scheduled for Thursday September 5, 2002.	

REPORT

DATE: July 23, 2002

TO: Administration Committee
Regional Council

FROM: Sean M. Flynn
DBE Liaison Officer

RE: Approval of Draft Disadvantaged Business Enterprise (DBE) Goal and Methodology for SCAG Fiscal Year (FY) 2002-2003

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:

Approve Draft DBE Goal and Methodology for SCAG FY 2002-2003 for release for public comment.

BACKGROUND:

On June 27, 2002, SCAG received the attached approval letter from the State Department of Transportation (Caltrans). Caltrans reviewed SCAG's Draft DBE Goal and Methodology for FY 2002-2003 and determined that it meets the basic requirements of the applicable Federal regulations (49 CFR Part 26).

Upon approval by the Regional Council, SCAG will publish a notice of the Draft DBE Goal and Methodology for FY 2002-2003, informing the public that comments will be accepted for forty-five (45) calendar days from the day the notice is advertised. Advertisements will be placed in newspapers, including minority newspapers, and on SCAG's web site.

FISCAL IMPACT:

Advertising costs are approximately \$2,000. Source of funds: Indirect Overhead.

MEMO

DATE: August 1, 2002

TO: Members of the Regional Council
Members of the Community, Economic, and Human Development Committee
Members of the Energy and Environment Committee
Members of the Transportation and Communication Committee

FROM: Charlotte A. Eckelbecker, Government Affairs Analyst
Phone (213) 236-1811, E-mail eckelbec@scag.ca.gov

SUBJECT: 2001/2002 Legislative Summaries

RECOMMENDED ACTION: Receive and File

SUMMARY:

As of this writing on July 18, 2002, budget negotiations continue in the Legislature, slowing or halting progress on bills. Consequently, there are few changes in the *Legislative Matrix of Active Bills 2001/2002*, and no changes appear on the *Legislative Matrix of Inactive Bills 2001/2002*. A few upcoming hearing dates, scheduled later in August, have been noted where available.

According to the Joint Rules of the Legislature, bills must have advanced from policy committees to fiscal committees by June 27th to remain alive. In several cases, however, the budget difficulties made that impossible, and a mass waiver of the rule is expected later. According to the Joint Rules, fiscal committees must report bills to the floor by August 16th. August 23rd is the last day to amend bills on the floor. August 31st, prior to the next Regional Council meeting on September 5^h, is the last day for each house to pass bills.

FISCAL IMPACT:

All work related to adopting the recommended staff action is contained within the adopted FY 2001/2002 budget and the 2002 Legislative Program and does not require the expenditure of any additional financial resources.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Legislative Matrix of INACTIVE* Bills 2001/2002

August 1, 2002**

SCAG-SPONSORED LEGISLATION			
BILL & AUTHOR	DESCRIPTION	SCAG POSITION	COMMENTS
AB 227 Dutra	Amends the Code of Civil Procedure to extend deadlines related to the escheat of unclaimed property to the State.	No Position	Original version extended the dedication of the sales tax on motor vehicle fuel for transportation purposes until June 30, 2008 as proposed by the Governor's May Revise. Gutted in Assembly Appropriations Committee and given new subject matter unrelated to SCAG's interest.
AB 1039 Oropeza	Amends the Public Utilities Code to prohibit the unauthorized use of facilities owned by transit districts.	Monitor	Original version removed \$1 million Transportation Development Act limitation for SCAG. Gutted and given new subject matter unrelated to SCAG's interest.
AB 1952 Bogh	Redefines transformation, biomass conversion, and biomass waste and eliminates the credit for biomass conversion a part of a municipality's source reduction element.	Support	Assemblymember Bogh has decided not to pursue AB 1952 further , but instead has become the principle co-author of AB 2770 (Matthews).
ACA 9 Longville	Amends the Constitution to specify the right to have a vote counted.	Support	Original version introduced by Dutra extended the dedication of the sales tax on motor vehicle fuel for transportation purposes. Gutted, given new subject matter unrelated to SCAG's interest, and chaptered.
ACR 32 Dutra	Requires the CTC, with Caltrans and RTPAs, to study potential decreases in transportation revenues for transportation planning agencies.	Support	Chaptered.
TRANSPORTATION LEGISLATION			
BILL & AUTHOR	DESCRIPTION	SCAG POSITION	COMMENTS
AB 37 Strickland	Would exempt motor vehicle fuel from sales taxes. The State, in turn, would reimburse local jurisdictions for revenue losses caused by the exemption.	Monitor	Failed to Advance.
AB 321 Vargas	Creates the Mass Transit Improvement District Act.	Seek Amendments	Original version increased transportation funding by dedicating sales and use tax on new and used automobile sales for transportation purposes. Contained I-70 prohibition. Gutted , given new subject matter, and failed to advance.
AB 1587 Pacheco	Requires Riverside County, in consultation with stakeholders, to complete a route alignment alternative to State Route 91 between the Counties of Riverside and Orange.	Monitor	Failed to Advance.
AB 2809 Longville	Clarify the definition of farming activities for the purpose of the diesel fuel sales and use tax exemption.	No Position	Support position taken by TCC on April 4, 2002. Since then, action by the State Board of Equalization has made the bill unnecessary.
ACA 11 Richman	Establishes the California Twenty-First Century Infrastructure Investment Fund to use General Fund revenues for capital outlay.	Monitor	Failed to advance to Senate by May 31st constitutional deadline. Held under submission in Assembly Appropriations.
SB 10 Soto	Continues the Safe Routes to School program through 2004 and directs 1/3 of federal transportation safety funds to local bicycle and pedestrian safety projects.	Support with Amendments	Chaptered.
SB 116 Kuehl	Establishes stringent criteria for construction of roads through state parks.	Oppose	Failed Passage in Committee.
SB 690 Costa	Amends the Public Utilities Code to limit the activities of the California High Speed Rail Authority, eliminating the state's involvement in any future development of the magnetic levitation technology in California.	Neutral	Vetoed. Had been amended by the author to permit maglev planning within SCAG region.
SB3X 10 Sher	Clarify the definition of farming activities for the purpose of the diesel fuel sales and use tax exemption.	No Position	Support position taken by TCC on April 4, 2002. Since then, action by the State Board of Equalization has made the bill unnecessary.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Legislative Matrix of ACTIVE* Bills 2001/2002

August 1, 2002**

SCAG-SPONSORED LEGISLATION				
BILL & AUTHOR	DESCRIPTION	SCAG POSITION	BILL STATUS	COMMENTS
There are no active SCAG-sponsored bills at this time.				
TRANSPORTATION LEGISLATION				
BILL & AUTHOR	DESCRIPTION	SCAG POSITION	BILL STATUS	COMMENTS
AB 2333 Nakano	Creates incentives for airports located within the SCAG region to conform their master plans and airport layout plans to SCAG's Regional Transportation Plan.	Support with Amendments	Senate Transportation	Failed passage in first Senate Transportation Committee hearing; reconsideration granted. Hearing scheduled for August 6th.
SB 545 McClintock	Establishes standards for evaluation of current and future HOV lanes.	Oppose	Assembly Appropriations	Place on Suspense File.
SB 810 Ackerman	Provides that single-county transit districts retain their property taxes like multi-county districts.	Support	Assembly Appropriations	Held under submission. OCTA sponsored, previously supported by SCAG (1999/2000 Session).
HOUSING AND LAND USE LEGISLATION				
BILL & AUTHOR	DESCRIPTION	SCAG POSITION	BILL STATUS	COMMENTS
AB 680 Steinberg	Creates a revenue sharing program between municipalities as a means to discourage sprawl.	Oppose	Senate Local Government	Senate Local Government hearing on scheduled for August 7th.
AB 924 Wayne	Authorizes a county and the cities within it to jointly adopt a consolidated general plan in lieu of individual general plans.	Monitor	Senate Local Government	Two-year bill.
AB 1244 Wiggins	Declares the legislature's intent to comprehensively examine methods that will increase the supply of housing statewide.	Support	Senate Housing and Community Development	Two-year bill.
AB 1284 Lowenthal	Encourages the construction of housing in areas of the state that have experienced the greatest increase in job growth but have not kept pace with necessary housing.	Support	Senate Local Government	Hearing in Senate Local Government scheduled for August 7th.
SB 423 Torlakson	Provides state fiscal incentives in the form of property tax returns to cities and counties that commit to programs resulting in the creation of affordable housing.	Support in Concept	Assembly Appropriations	Two-year bill.
SB 910 Dunn	Penalizes local jurisdictions whose housing element updates do not obtain a substantial compliance finding from HCD.	Oppose	Assembly Housing and Community Development	Two-year bill. Joint rule 61(b) suspended on June 27th; bill remains alive although still in policy committee.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Legislative Matrix of ACTIVE* Bills 2001/2002

August 1, 2002**

ENERGY AND ENVIRONMENT LEGISLATION				
BILL & AUTHOR	DESCRIPTION	SCAG POSITION	BILL STATUS	COMMENTS
AB 2214 Keeley	Prohibits the issuance a license to a low-level radioactive waste disposal facility unless its design and operation meet specified requirements and prohibits the proposed Ward Valley disposal site.	Support	Senate Appropriations	No hearing scheduled to date.
SB 1444 Kuehl	Prohibits the sale, transfer, or lease of a site with residual radioactive contamination for any use until the contamination is removed.	Oppose	Assembly Appropriations	Assembly Appropriations hearing scheduled for August 14th.
SB 1523 Sher	Creates a recycling program for cathode ray tubes (CRT) and CRT devices.	Support if Amended	Assembly Appropriations	Assembly Appropriations hearing scheduled for August 14th.
SB 1619 Romero	Creates a recycling program for cathode ray tubes (CRT) and CRT devices.	Support if Amended	Assembly Appropriations	Assembly Appropriations hearing scheduled for August 14th.
SB 1623 Romero	Prohibits the disposal of radioactive waste at a hazardous waste disposal facility.	Support	Senate Appropriations	Hearing cancelled at the author's request.
FEDERAL LEGISLATION				
BILL & AUTHOR	DESCRIPTION	SCAG POSITION	BILL STATUS	COMMENTS
H.R. 2107 End Gridlock at Our Nation's Airports Act of 2002	Preempts state and local laws and policies that prevent or obstruct the construction of airport runway development projects at certain airports.	Oppose Unless Amended	House Committee on Transportation and Infrastructure's Subcommittee on Aviation	Subcommittee hearing held August 1, 2001.
S. 250 High Speed Rail Investment Act of 2001	Provides for the issuance of \$12 billion in bonds to benefit Amtrak, the Alaska Railroad, and other inter-city rail corridors.	Support	Senate Finance Committee	No hearing held to date.
S. 633 Aviation Delay Prevention Act of 2002	Requires the Department of Transportation to identify and initiate expansion at large hub airports that experience significant delays.	Oppose Unless Amended	Senate Committee on Commerce, Science and Transportation Subcommittee on Aviation	Reported with an amendment in the nature of a substitute. Placed on Senate Legislative Calendar under General Orders.
S. 870 Multi-Modal Transportation Financing Act of 2001	Provides incentives for the establishment of public/private partnerships in financing, developing, and operating highway, mass transit, high-speed rail, and intermodal transfer facilities.	Support	Senate Finance Committee	No hearing held to date.

* The bills contained in this matrix are alive and of interest to SCAG. New bills will be added and two-year bills will be updated as the 2001/2002 Session continues.

** Prepared July 18, 2002

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Legislative Matrix of INACTIVE* Bills 2001/2002

August 1, 2002**

HOUSING AND LAND USE LEGISLATION			
BILL & AUTHOR	DESCRIPTION	SCAG POSITION	COMMENTS
AB 1829 Pacheco	Modifies housing element compliance standards to permit the counting of congregate housing for seniors.	Support	Failed to advance to Senate by May 31st constitutional deadline.
AB 2863 Longville	Modifies housing element compliance standards and addresses the use of regional growth forecasts.	Support	Failed to advance to Senate by May 31st constitutional deadline.
AB 2896 Simitian	Modifies housing element compliance standards to permit the counting of congregate housing for seniors and defines residential unit.	Support	Failed to advance to Senate by May 31st constitutional deadline.
SB 221 Kuehl	Prohibits local agencies from approving a residential development over 200 units unless the local governing body finds that a sufficient, reliable water supply is available.	Monitor	Chaptered.
SB 600 Torlakson	Modifies the Community Redevelopment Law's definition of a blighted area for jurisdictions that are interested in developing transit villages.	Support in Concept	Failed to Advance.
SB 610 Costa	Requires that a city or county's urban water management plan incorporate additional water supply related information when considering growth.	Monitor	Chaptered.
SB 1227 Burton	Establishes the Housing Bond Act of 2002, authorizing a \$2 billion General Fund obligation bond to finance state housing programs.	Support	Chaptered.
SB 1262 Torlakson	Requires counties to set aside ten percent of regional improvement funds for county transportation programs.	Oppose	Failed to advance to Senate by May 31st constitutional deadline. Held under submission in Senate Appropriations.
ENERGY AND ENVIRONMENT LEGISLATION			
BILL & AUTHOR	DESCRIPTION	SCAG POSITION	COMMENTS
SB 1526 Romero	Establishes zero waste as a statewide goal, defines conversion technology, and authorizes fees for out-of-state disposal of solid and hazardous waste.	No Position	Original version has been significantly amended and objections to the bill no longer exist. No position need be taken.
SB 1587 Romero	Amends landfill permitting procedures, authorizes a study on local enforcement agency conflicts of interest, and expands civil penalties for illegal landfill operations.	No Position	Original version has been significantly amended and objections to the bill no longer exist. No position need be taken.
FEDERAL LEGISLATION			
BILL & AUTHOR	DESCRIPTION	SCAG POSITION	COMMENTS
H.R. 2299 FY02 Transportation Appropriations Bill	Transportation Appropriations Bill.	Seek Amendments	Public Law. A provision prohibiting the use of federal funds to close the Interstate 710 gap through Pasadena, South Pasadena, and El Sereno had been removed by amendment.

* The bills contained in this matrix are no longer of interest to SCAG because they failed to advance, were vetoed or chaptered, or have been gutted to house another bill on a subject unrelated to SCAG's interest

** Prepared July 18, 2002.

MEMO

DATE: July 18, 2002

TO: Administration Committee
Regional Council

FROM: Paul Burke, Senior Planner, 213-236-1938
Email: burke@scag.ca.gov

SUBJECT: TRAVEL DEMAND MODEL WORK FOR RCTC

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION: APPROVE

BACKGROUND:

The Riverside County Transportation Commission (RCTC) has requested assistance from the Southern California Association of Governments. The work is a component the San Jacinto Branch Line/I-215 Study. RCTC has requested travel demand model analysis for ten corridor alternatives. The model analysis is required for an anticipated new start application to the Federal Transit Administration.

The work will not have any material impact on SCAG's OWP work nor will it require the hiring of additional staff. The work will be completed within a two month time period. A service agreement has been approved by RCTC.

FISCAL IMPACT:

RCTC will pay SCAG the sum of \$46,000 to develop, run and compile results for 10 model scenarios. This amount will cover all costs of performing the work.

REPORT

DATE: July 17, 2002

TO: Transportation & Communications Committee
Regional Council

FROM: Sylvia Patsouras, Manager, Performance Assessment

RE: 2002 Regional Transportation Improvement Program (2002 RTIP)

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION: Approve the 2002 RTIP for the SCAG region and authorize SCAG's Executive Director to transmit the 2002 RTIP and the associated conformity findings to the state and federal agencies for final approval.

BACKGROUND:

The 2002 RTIP programs a total of \$24.7 billion for implementing transportation projects within the next six fiscal years, 2002/03 – 2007/08. The 2002 RTIP is a compilation of projects funded by state, federal, and local funds. The projects include highway improvements, transit, rail and bus facilities, high occupancy vehicle lanes, signal synchronization, intersection improvements, freeway ramps, and other projects. The 2002 RTIP was prepared to implement the 2001 Regional Transportation Plan (2001 RTP) in compliance with the requirements of the Transportation Equity Act for the 21st Century (TEA-21), the U.S. Department of Transportation (DOT) Metropolitan Planning Regulations, and the U.S. Environmental Protection Agency (EPA) Transportation Conformity Rule.

The Draft 2001 RTIP was released on June 17, 2002 for a 30-day public review and comment period. The Draft 2002 RTIP documents were mailed to 47 libraries throughout the region and posted on SCAG's web page. The Draft Executive Summary was mailed to members of the Transportation and Communications Committee for discussion at their meeting on July 11, 2002. There were seven public hearings of the Draft 2002 RTIP held throughout the SCAG region during the months of June and July, with a regional public hearing held at SCAG offices on July 16. The Final RTIP documents consist of an Executive Summary, a List of Projects, and a Technical Appendix.

SUMMARY:

The 2002 RTIP is consistent with overall goals and objectives of the 2001 RTP. There were some funding issues in the Draft 2002 RTIP that have been resolved. The total programmed by the transportation commissions for Rideshare activities did not meet the Rideshare goals established in the 2001 RTP. Since the June 17, 2002 release of the Draft 2002 RTIP, SCAG staff worked with the staffs of the transportation commissions to increase the Rideshare investments in the RTIP and to identify additional "Off-TIP" investments in Rideshare. The Rideshare investments for the next three fiscal years (2002/03 – 2004/05) have increased from \$17 million to \$29 million (\$20.6

REPORT

million reflected in the RTIP and \$8.7 million Off-TIP). With the additional Rideshare investments, the 2002 RTIP is consistent with the 2001 RTP.

FISCAL IMPACT:

The staff resources for developing the 2002 RTIP are contained within the Fiscal Years 2001/02 and 2002/03 SCAG budgets.

DOCS #72622

REPORT

DATE: August 1, 2002

TO: Regional Council

FROM: Barry L. Samsten, Senior Transportation Planner,
213.236.1918, Samsten@scag.ca.gov.

SUBJECT: Action Taken By Maglev Task Force Regarding Anaheim to Ontario Maglev Study.

Issue: While the action is to coordinate work, as part of the discussion, the question was raised as to who should manage this study in the SCAG Region. The staff requests further clarification and direction in this matter.

The Transportation and Communication Committee (TCC) voted to support the action directing staff to coordinate work with Anaheim to Ontario Study.

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION: Support TCC action directing staff to coordinate work on the Maglev Feasibility Study between the Cities of Anaheim and Ontario.

BACKGROUND: At its June 19, 2002 meeting, a presentation was made to the Maglev Task Force on the proposed maglev feasibility study between the Cities of Anaheim and Ontario. The study is being conducted by the California-Nevada Super-Speed Train Commission (C-NSSTC). The C-NSSTC is using their FY 2002-03 FRA maglev appropriation (approximately \$1.2 million dollars) to fund this study. The C-NSSTC has requested that the cities along the proposed route provide the local match for the FRA Grant. It was also noted that the specific alignment proposed is not consistent with the adopted SCAG's 2001 RTP and that the study may not use the same financial assumptions, based on private funding, as SCAG's Maglev Deployment Program.

There was substantial discussion by the Task Force Committee members on this item. The question was raised as to which would be the best agency to do this work and should SCAG have the responsibility for maglev studies conducted in the SCAG Region.

The Task Force Committee members voted to support the staff recommendation to coordinate work with C-NSSTC. Chairman Bates further directed staff to place this item on the TCC and RC agendas.

Fiscal Impact: The FY2002-03 OWP includes staff budget for general coordination with the County Transportation Commission, the California High-Speed Rail Authority and the Sub-Regions. SCAG will meet with C-NSSTC staff to determine level of effort required for study coordination. A budget amendment maybe required.

DOCS # 72609

REPORT

DATE: August 1, 2002

TO: Members of the Regional Council (RC)

FROM: Charlotte Eckelbecker, Government Affairs Analyst
Phone: (213) 236-1811 E-Mail: eckelbec@scag.ca.gov

SUBJECT: Assembly Bill 2650 (Lowenthal)
Air Pollution: Truck Emissions and Marine Terminals

EXECUTIVE DIRECTOR'S APPROVAL

RECOMMENDED ACTION: Support

SUMMARY:

Assembly Bill 2650, introduced by Assemblymember Alan Lowenthal (D-Long Beach), requires marine terminals to operate in a manner so that trucks do not idle for more than thirty minutes while waiting to load or unload. The Energy and Environment Committee heard AB 2650 in July and recommends the Regional Council adopt a support position.

BACKGROUND:

The growing role of international trade passing through California's ports of entry has resulted in increasing truck traffic and congestion in communities neighboring the ports. The problem in the SCAG region is most evident at the Ports of Los Angeles and Long Beach, where an estimated 35,000 cargo trucks load and unload per day. The figure is projected to reach 90,000 trucks per day in twenty years.

According to press reports, a truck driver waits on average two hours outside a terminal's gates before loading or unloading. The protracted idling of thousands of largely diesel trucks results in a major air pollution problem for the ports and nearby vicinities. Goods movement is also negatively affected by the long delays. Truck drivers lose productivity while they wait, and commerce slows as a consequence.

Assemblymember Lowenthal introduced AB 2650 to reduce both emissions and delays at the ports. The bill requires marine terminals to operate in such a manner that trucks do not idle or queue for more than thirty minutes prior to entering marine terminal gates. If a marine terminal does not operate accordingly, it is subject to a \$250 fine per truck, per violation. The ticketing agency is the air quality management district with geographical jurisdiction over the port.

If a marine terminal tries in any way to circumvent the requirement, the marine terminal is subject to a \$750 fine per truck, per violation. Marine terminals are not fined if a delay longer than thirty minutes is caused by *force majeure*, such as labor slowdowns or bad weather.

Furthermore, a marine terminal is exempted from the bill's requirements if it provides two continuous hours of uninterrupted, fully staffed receiving and delivery for two hours prior to and after peak commuter hours at least five days a week. Ports implementing an appointment system are exempted from the requirement until July 1, 2003.

Fines collected from violations are deposited in a newly created California Ports Community Air Quality Program Fund. The program provides grants to offset the costs of projects that reduce emissions of particulate matter within communities adjacent to marine terminals. Eligible projects include, but are not

REPORT

DATE: August 1, 2002

TO: Regional Council

FROM: JiHong McDermott, Senior Planner, Planning Data and Forecasting
Phone: (213) 236-1975, E-mail: mcdermot@scag.ca.gov

**SUBJECT: REVISED LOCAL REVIEW PROCESS FOR THE
2004 RTP SOCIOECONOMIC FORECAST**

EXECUTIVE DIRECTOR'S APPROVAL:

RECOMMENDED ACTION:

Approve the two-month local review process for the Trend Projection to form the CEHD recommendation at its July 11th meeting. Data to be reviewed by local jurisdictions include the primary variables of population, households, and employment at census tract level. The projection years include 2000 to 2030 by five-year increments.

BACKGROUND:

Due to the recent delays associated with additional review of the methodologies and assumptions for the trend projections at the county level, staff recommends that all of the local review effort be focused on the trend projection. This is consistent with the recommendation provided by the Forecasting Technical Task Force (FTTF) and the Subregional representatives at the joint meeting on May 14, 2002.

As part of the RTP update process, SCAG is required to update socioeconomic forecasts based on the latest information available. Overseen by members of the FTTF, SCAG consultants and staff are in the process of developing the socioeconomic trend projections for the 2004 RTP. These projections incorporate the latest economic and demographic data, including information from the 2000 Census. These projections will provide critical input to the development of the 2004 RTP and the 2005 RHNA. Review by local jurisdictions is essential to ensure the credibility of the analysis. Data to be reviewed by local jurisdictions include primary variables of population, households, and employment.

On March 7th, 2002, the CEHD referred the preliminary draft regional and county trend projections back to the FTTF, the subregions, and the Economic Advisory Panel (EAP) for further review of methodologies and assumptions. The FTTF formed a subcommittee to review related methodologies and assumptions. The subcommittee met four times during the past two months.

REPORT

At its last meeting on May 17th, the subcommittee formed a set of recommendations that included refined assumptions and projections at the regional and county levels. These recommendations were approved by the FTTF and the subregions in June, and by the CEHD in July.

SUMMARY:

The local review process for the trend projection is estimated to take place between September and November this year. Data to be reviewed by local jurisdictions include population, households, and employment by census tract and TAZ. The data includes the base year 2000 estimates, and future projections in five-year intervals through 2030. Local jurisdictions may submit input and revisions with adequate supporting documentation.

To ensure meeting the 2004 RTP deadline, local review of the trend projection should be completed in two months. The trend projection does not require approval of local jurisdiction boards. It only requires the approval of planning directors.

FISCAL IMPACT:

Budget has been included in the Fiscal Year 2002-2003 Overall Work Program under work WE 03-040.SCGC6 to collect the local input at the census tract/TAZ level in addition to the city/RSA level.

limited to, replacing an old diesel engine with a new diesel engine meeting more stringent emissions standards or purchasing a new very-low-emission truck to replace an older heavy-duty diesel truck.

Supporters of AB 2650 hail the measure for limiting the time trucks idle at the ports, thereby lowering the overall emission of nitrogen oxide (NO_x), carbon dioxide (CO₂), and particulate matter (PM) in neighborhoods that are disproportionately affected by activity at the ports. Truckers, many of whom are frustrated by being stigmatized as major polluters, back the bill for improving the efficiency of loading and unloading and increasing productivity.

Opponents of AB 2650 object to the bill's expansion of the ports' hours of operation, which they argue will cost millions of dollars in additional labor expenses. The work rules of the Longshoremen's Union organize workers into three shifts, one of which covers the peak hours from 8am to 5pm. Workers cannot be hired for partial shifts like those envisioned in AB 2650. They must be hired and paid for a full eight hours, even if they only work for two hours. Supporters counter that the ports' labor difficulties cannot take precedence over air quality attainment.

With its dual roles in air quality and transportation planning, SCAG supports both the reduction of air pollutant emissions and the efficient movements of goods. According to the Regional Comprehensive Plan and Guide, SCAG also supports the reduction of emissions from freight movement sources via feasible and cost-effective means that do not cause adverse modal shifts or negative economic consequences. AB 2650 complies with these adopted SCAG policies. Moreover, the exemption for ports implementing an appointment system gives ports time to make the necessary changes to meet the bill's thirty-minute requirement and avoid penalties. The Energy and Environment Committee recommends the Regional Council adopt a support position on AB 2650.

BILL STATUS:

Having been passed by the Assembly and the Senate Transportation Committee, AB 2650 is scheduled for a hearing in the Senate Committee on Local Government on August 7th.

FISCAL IMPACT:

All work related to adopting the recommended staff action is contained within the adopted FY2002-03 budget and the adopted 2002 Legislative Program and does not require the allocation of any additional financial resources.

ATTACHMENT:

AB 2650

CAE#71349

MEMO

DATE: August 1, 2002
TO: Administration Committee and Regional Council
FROM: Bert Becker, Chief Financial Officer
(213) 236-1960, becker@scag.ca.gov
RE: Monthly Financial Report

Information Only

Summary: Summary of Budget Expenditure/Financial Status through the end of May 2002

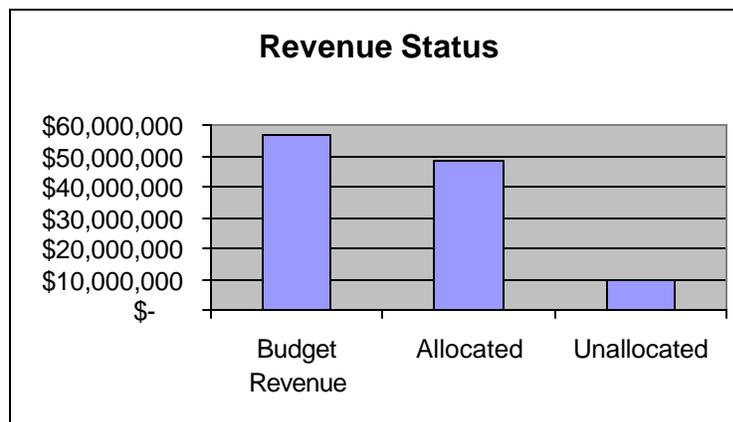
Background:

This report is divided into two parts: Part I – Revenue, Expenditures and Commitments; and Part II - Cash Flow.

Part I – Revenues and Expenditures

The revenue portion of this report is based on the original revenue estimates at July 1, 2001.

A. Revenue (Monthly Revenue Development Report Table I)



B. Expenditures

Through May, \$29,771,041 or 52% of the total budget of \$56,761,084 was expended. Using the anticipated revenue of \$48,534,084 as a base, approximately 61% was expended. Subregional and consultant expenditures have accelerated in the fourth quarter reflecting the anticipated increased pace of contract commitments and activity in the latter part of the fiscal year. Thus, final expenditures for the fiscal year are expected to increase substantially when we record the final invoices for Fiscal Year 2001-2002.

MEMO

The line item breakdown of expenditures is as follows:

	Budget	Expenditures (YTD)	Unexpended Balance
SCAG Operations	\$22,539,193	\$19,997,548	\$2,541,645
SCAG Consultants	\$22,862,469	\$6,538,869	\$16,323,600
Subregions	\$11,359,422	\$3,234,624	\$8,124,798
Total	\$56,761,084	\$29,771,041	\$26,990,043

SCAG Operations:

In the eleven months of the Fiscal Year, 88% of the SCAG Operations budget was expended. The SCAG Operations Budget increase in Amendment #4 approved by the Regional Council and Caltrans will assure adequate funding for the estimated SCAG operation costs through June 30.

SCAG Consultants:

The consultant expenditures for the Fiscal Year 2001-2002 are following the annual cycle of starting slow and accelerating toward the end of the Fiscal Year.

Subregions:

The low amount of subregional expenditures continues to reflect the fact that the primary subregional work products for the Fiscal Year 2001-2002 i.e., Growth Visioning, Jobs/Housing Transportation and Livable Communities required considerable time in scope definition and clarification. However, there was a significant increase in subregional expenditures in the last two months. Through February, only \$836,466 of subregional expenditures were reported. The amount of subregional expenditures has increased to over \$3.2 million by the end of May.

MEMO

In terms of the six Budget categories, the expenditures are as follows:

	Budget	Expenditures (YTD)	Unexpended Balance
Category A: Required Transportation Planning & Other Mandated Activities	\$6,835,310	\$4,462,585	\$2,372,725
Category B: Data Management & Evaluation Efforts	\$11,370,035	\$8,313,721	\$3,056,314
Category C: Products to Implement the Regional Transportation Plan	\$27,409,929	\$10,780,848	\$16,629,081
Category D: New Issues & Initiatives	\$3,081,750	\$0	\$3,081,750
Category E: Other Programs	\$6,964,060	\$5,384,011	\$1,580,049
Category G: General Fund	\$1,100,000	\$829,876	\$270,124
Total	\$56,761,084	\$29,771,041	\$26,990,043

The largest portion of SCAG staff work falls within categories A and B. The rate of expenditures in these categories will be consistent throughout the year. Part C is composed mostly of consultant and subregional work. The rate of expenditures in Part C will increase when the final year end expenditures are recorded reflecting the impact of contracts awarded in each quarter. None of the funding under Part D will be received. Categories E and G are being expended at rates commensurate with the anticipated progress through this point of the year.

Contractual Commitments

SCAG has contractually expended/committed about 39% of the total SCAG contract budget and about 46% of the subregional budget has been expended/committed. Both of these figures represent a significant increase from the last month and reflect the acceleration of contract and subregional activity.

	Budget	Expended and Commitments	Uncommitted Balance
SCAG Consultants	\$22,862,469	\$8,920,530	\$13,941,939
Subregions	\$11,329,422	\$5,294,516	\$6,034,906
Total	\$34,191,891	\$14,215,046	\$19,976,845

MEMO

Part II — Cash Flow Overview

THE ATTACHED TABLE II GRAPHICALLY PRESENTS THE RESULTS OF OUR ACTUAL CASH RECEIPTS AND DISBURSEMENTS FOR THE ELEVEN MONTHS ENDED MAY 31, 2002. TABLE III PRESENTS THE MONTHLY UNRESTRICTED CASH BALANCES AVAILABLE TO SUPPORT DAY TO DAY CASH OPERATIONS. THESE GRAPHS PRESENT HISTORICAL INFORMATION FROM FISCAL YEAR 2000, AND FISCAL YEAR 2001 TO MEASURE AND COMPARE AGAINST OUR FISCAL YEAR 2002 OPERATIONS.

IN THE ELEVEN-MONTH PERIOD, SCAG RECEIVED CASH OF \$60.1 MILLION AND DISBURSED \$61.2 MILLION. THIS IS A NET REDUCTION IN UNRESTRICTED CASH OF \$1.1 MILLION SINCE THE BEGINNING OF FISCAL YEAR 2002. THIS COMPARES TO FISCAL YEAR 2001 OF \$38.9 MILLION IN CASH RECEIPTS AND \$39.3 MILLION OF CASH DISBURSEMENTS. OUR UNRESTRICTED CASH BALANCE WAS ABOUT \$1.0 MILLION AT MAY 31, 2002.

DOCUMENTATION WAS SIGNED ON JUNE 6 INCREASING THE LINE OF CREDIT (LOC) TO \$5.0 MILLION FROM \$3.5 MILLION. ALL OTHER TERMS AND CONDITIONS WILL REMAIN THE SAME AND THERE WILL BE A \$500 LOAN FEE. DECLINING GENERAL FUND RESOURCES AND THE NEED TO BE PREPARED TO PAY CONSULTANT LIABILITIES ON A TIMELY BASIS ARE MAJOR REASONS WHY WE NEEDED TO INCREASE OUR EXTERNAL FINANCING TO \$5.0 MILLION. THE LOC WAS FIRST INITIATED IN MARCH OF FISCAL YEAR 2000-2001, THEN EXTENDED TO FISCAL YEAR 2001-2002. THE CAP WAS FIRST RAISED TO \$3.5 MILLION FROM \$2.5 MILLION EFFECTIVE JULY 2001.

SCAG'S CORE FUNDING FROM FHWA, FTA, AND STATE PLANNING GRANTS ARE THE ONLY GRANT RECEIVABLES, WHICH CAN BE FINANCED USING THE LOC. THEY REPRESENT ABOUT 65% OF OUR TOTAL RECEIVABLES. THE FINANCING FOR THE OTHER 35% OF OUR RECEIVABLES IS THROUGH OUR GENERAL FUND. ALL LOC ADVANCES ARE SECURED BY AN ASSIGNMENT OF ALL MONIES DUE, OR TO BE DUE, FROM CALTRANS. THEY MUST BE IN MINIMUM AMOUNTS OF \$350,000. THE INTEREST RATE IS A FAVORABLE TAX-EXEMPT QUALIFIED SMALL ISSUE RATE OF 5.0692%.

SINCE FISCAL YEAR 1996-1997, OUR GENERAL FUND BALANCES HAVE DIMINISHED FROM A HIGH OF \$2.6 MILLION TO A FISCAL YEAR 2001-2002 FORECASTED BALANCE OF \$1.4 MILLION. LITIGATION AND INTEREST EXPENSES HAVE INCREASED SUBSTANTIALLY IN FISCAL YEAR 2000-2001 AND FISCAL YEAR 2001-2002 AND ARE THE PRIMARY REASONS FOR THE RECENT GENERAL FUND LOSSES.

Cash Receipts (Table II):

IN THE ELEVEN-MONTH PERIOD, WE RECEIVED CASH OF \$60.1 MILLION COMPARED TO \$38.9 MILLION IN FISCAL YEAR 2001. THIS IS A YEAR TO YEAR INCREASE OF \$21.2 MILLION. MOST OF THE INCREASE, OR ABOUT \$22.8 MILLION IS DUE TO LOC ADVANCES, WHICH BEGAN IN MARCH 2001.

EARLIER IN THIS FISCAL YEAR, WE RECEIVED OUR ANNUAL TDA FUNDS OF \$1.0 MILLION, AND WE COLLECTED ALMOST ALL OF THE \$1.1 MILLION OF OUR FISCAL YEAR 2002 MEMBERSHIP DUES. THIS IS CASH AVAILABLE TO USE FOR WORKING CAPITAL DURING MOST OF THE FISCAL YEAR, BUT DIMINISHES AS THE YEAR PROGRESSES BECAUSE THE FUNDS ARE USED FOR PROJECT LOCAL MATCH AND GENERAL FUND EXPENSES. AS A RESULT, APRIL, MAY, AND JUNE ARE NORMALLY DIFFICULT CASH FLOW MONTHS.

MEMO

Cash Disbursements (Table II):

IN THE ELEVEN-MONTH PERIOD, CASH DISBURSEMENTS TOTALED \$61.2 MILLION COMPARED TO \$39.3 MILLION IN FISCAL YEAR 2001. THIS IS A YEAR TO YEAR INCREASE OF \$21.9 MILLION. MOST OF THE INCREASE OR ABOUT \$22.2 MILLION IS DUE TO REPAYMENT OF LOC ADVANCES, WHICH BEGAN IN MARCH 2001.

THE AMOUNT OF PAST DUE OBLIGATIONS TO CONSULTANTS WAS APPROXIMATELY \$1.4 MILLION AS OF MAY 31, 2002.

Unrestricted Cash Status Comparison (Table III):

TABLE III PRESENTS OUR UNRESTRICTED CASH BALANCES AT THE END OF EACH MONTH FOR FISCAL YEAR 1999, FISCAL YEAR 2000, FISCAL YEAR 2001 AND FISCAL YEAR 2002. THE CASH BALANCE REPORTED EACH MONTH IS BASED ON WHAT IS AVAILABLE THE LAST DAY OF THE MONTH AND IS A "SNAPSHOT" OF THAT DAY ONLY.

AS OF MAY 31, 2002 OUR CASH BALANCE WAS ABOUT \$1.0 MILLION. THE HIGH BALANCE WAS DUE TO THE RECEIPT OF AN ADVANCE UNDER OUR LOC AT THE END OF THE MONTH. THE MONTHLY ENDING CASH BALANCE WILL VARY GREATLY DEPENDING ON THE TIMING OF RECEIPTS AND EXPENDITURES, BUT CAN PROVIDE AN OVERALL SENSE OF THE TREND OF CASH OVER TIME. THE AVERAGE BALANCE IN THE FIRST SIX MONTHS OF THE FISCAL YEAR WAS \$1.0 MILLION. THE AVERAGE BALANCE IN THE LAST FIVE MONTHS HAS DECLINED TO ABOUT \$400,000.

Fiscal Impact:

FROM A CASH PERSPECTIVE, ACCESS TO AN INCREASED \$5.0 MILLION LOC WILL BE A NECESSITY AS A SOURCE OF WORKING CAPITAL FOR SCAG. IT WILL ALLOW US TO MEET DAY TO DAY REQUIREMENTS AND WILL RESULT IN MORE TIMELY PAYMENTS TO VENDORS. THE FUND BALANCE IN THE GENERAL FUND HAS BEEN DECLINING. THE OUTLOOK FOR FISCAL YEAR 2002-2003 FOR SUBSTANTIAL GROWTH IN WORKING CAPITAL IS NOT LIKELY IN THE SHORT TERM.

THE OUTLOOK FOR CASH RECEIPTS IN JUNE IS DEPENDENT ON THE BILLINGS SENT TO CALTRANS FOLLOWING THE APPROVAL OF AMENDMENT 3 AND 4. BOTH OF THESE AMENDMENTS WERE APPROVED IN JUNE AND WILL BE REPORTED IN THE JUNE REPORT. THE ANNUAL MEMBER DUES ASSESSMENTS FOR FISCAL YEAR 2003 FOR A TOTAL OF \$1,159,344 WERE MAILED TO THE MEMBERSHIP ON MAY 16. WE EXPECT TO RECEIVE SOME COLLECTIONS PRIOR TO THE END OF THIS FISCAL YEAR. A REPORT OF DUES COLLECTIONS WILL BE INCLUDED IN OUR JUNE REPORT.

MEMO

DATE: August 1, 2002
TO: Administration Committee and Regional Council
FROM: Bert Becker, Chief Financial Officer
(213) 236-1960, becker@scag.ca.gov
RE: Monthly Financial Report

Information Only

Summary: Summary of Budget Expenditure/Financial Status through the end of June 2002

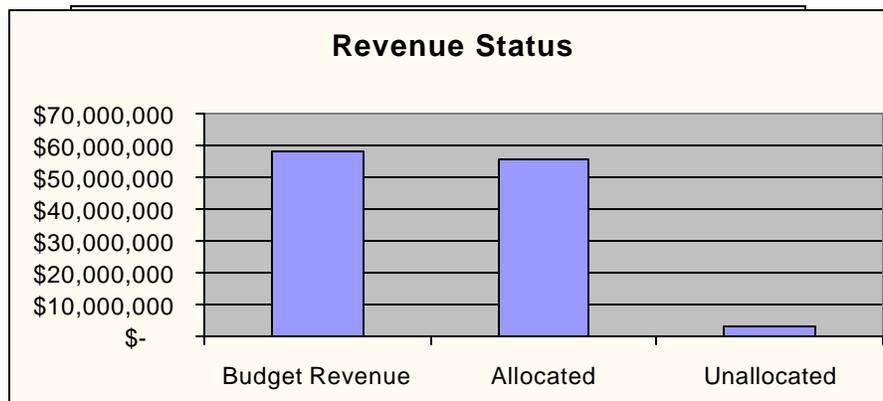
Background:

This report is divided into two parts: Part I – Revenue, Expenditures and Commitments; and Part II - Cash Flow.

Part I – Revenues and Expenditures

The revenue portion of this report has been updated as of June 2002.

C. Revenue (Monthly Revenue Development Report Table I)



D. Expenditures

The expenditure portion of this report is based on the Budget approved under Amendments

MEMO

3 and 4.

Through June, \$31,906,577 or 55% of the total budget of \$57,716,380 was expended. The allocated funding increased from \$48,534,113 in May to \$55,085,129 in June reflecting increases including \$4,502,637 of CPG (FHWA prior funds), \$875,000 from the FRA grant for MagLev, and \$937,000 from the TCSP grant for CETAP. Subregional and consultant expenditures have accelerated in the fourth quarter reflecting the anticipated increased pace of contract commitments and activity in the latter part of the fiscal year. Final expenditures for the fiscal year are expected to increase substantially when we receive the final consultant and subregional invoices for Fiscal Year 2001-2002.

The expenditure information will not be final until all costs are recorded and all bills are received for the fiscal year.

The line item breakdown of expenditures reported through June 30 are as follows:

	Budget	Expenditures (YTD)	Unexpended Balance
SCAG Operations	\$24,381,702	\$21,208,576	\$3,173,126
SCAG Consultants	\$22,766,835	\$7,401,229	\$15,365,606
Subregions	\$10,567,843	\$3,296,772	\$7,271,071
Total	\$57,716,380	\$31,906,577	\$25,809,803

SCAG Operations:

In the twelve months of the Fiscal Year, 87% of the SCAG Operations budget was expended. The SCAG Operations Budget increase in Amendment 4 approved by the Regional Council and Caltrans has assured adequate funding for the estimated SCAG operation costs through June 30.

SCAG Consultants:

The consultant expenditures for the Fiscal Year 2001-2002 are following the annual cycle of starting slow and accelerating at the end of the Fiscal Year. As the figures indicate, there will be significant carryover of the consultant budgets.

Subregions:

The low amount of subregional expenditures continues to reflect the fact that the primary subregional work products for the Fiscal Year 2001-2002 i.e., Growth Visioning, Jobs/Housing

MEMO

Transportation and Livable Communities required considerable time in scope definition and clarification. However, there was a significant increase in subregional expenditures in the last three months. Through February, only \$836,466 of subregional expenditures were reported.

In terms of the six Budget categories, the expenditures are as follows:

	Budget	Expenditures (YTD)	Unexpended Balance
Category A: Required Transportation Planning & Other Mandated Activities	\$6,853,298	\$4,640,567	\$2,212,731
Category B: Data Management & Evaluation Efforts	\$11,383,266	\$9,125,508	\$2,257,758
Category C: Products to Implement the Regional Transportation Plan	\$26,379,392	\$11,506,023	\$14,873,369
Category D: New Issues & Initiatives	\$2,445,543	\$0	\$2,445,543
Category E: Other Programs	\$9,554,881	\$5,712,143	\$3,842,738
Category G: General Fund	\$1,100,000	\$922,336	\$177,664
Total	\$57,716,380	\$31,906,577	\$25,809,803

The largest portion of SCAG staff work falls within categories A and B. The rate of expenditures in these categories was consistent throughout the year. Part C is composed mostly of consultant and subregional work. The rate of expenditures in Part C will increase when the final year end expenditures are recorded reflecting the impact of contracts awarded in each quarter. None of the funding under Part D will be received. Categories E and G were being expended at rates commensurate with the anticipated progress through this point of the year.

Contractual Commitments

SCAG has contractually expended/committed about 44% of the total SCAG contract budget. About 53% of the subregional budget has been expended/committed. Both of these figures represent an increase from the last month and reflect the acceleration of contract and subregional activity that has occurred in the last quarter. The amount will increase sharply when final expenditures are recorded.

Budget	Expended and Commitments	Uncommitted Balance

MEMO

SCAG Consultants	\$22,766,835	\$9,953,952	\$12,812,883
Subregions	\$10,567,843	\$5,613,432	\$4,954,411
Total	\$33,334,678	\$15,567,384	\$17,767,294

Part II — Cash Flow Overview

THE ATTACHED TABLE II GRAPHICALLY PRESENTS THE RESULTS OF OUR ACTUAL CASH RECEIPTS AND DISBURSEMENTS FOR THE FISCAL YEAR ENDED JUNE 30, 2002. TABLE III PRESENTS THE MONTHLY UNRESTRICTED CASH BALANCES AVAILABLE TO SUPPORT DAY TO DAY CASH OPERATIONS. THESE GRAPHS PRESENT HISTORICAL INFORMATION FROM FISCAL YEAR 2000, AND FISCAL YEAR 2001 TO MEASURE AND COMPARE AGAINST OUR FISCAL YEAR 2002 OPERATIONS.

IN FISCAL YEAR 2001-2002 SCAG RECEIVED CASH OF \$65.2 MILLION AND DISBURSED \$66.3 MILLION. THIS IS A NET REDUCTION IN UNRESTRICTED CASH OF \$1.1 MILLION SINCE THE BEGINNING OF THE YEAR. THIS COMPARES TO FISCAL YEAR 2001 OF \$44.0 MILLION IN CASH RECEIPTS AND \$43.9 MILLION OF CASH DISBURSEMENTS. OUR UNRESTRICTED CASH BALANCE IS ABOUT \$1.1 MILLION AT JUNE 30, 2002.

DOCUMENTATION WAS SIGNED ON JUNE 6 INCREASING THE LINE OF CREDIT (LOC) TO \$5.0 MILLION FROM \$3.5 MILLION. ALL OTHER TERMS AND CONDITIONS REMAIN THE SAME AND THERE WAS A \$500 LOAN FEE. DECLINING GENERAL FUND RESOURCES AND THE NEED TO PAY CONSULTANT LIABILITIES ON A TIMELY BASIS ARE MAJOR REASONS WHY WE NEEDED TO INCREASE OUR EXTERNAL FINANCING TO \$5.0 MILLION.

SCAG'S CORE FUNDING FROM FHWA, FTA, AND STATE PLANNING GRANTS ARE THE ONLY GRANT RECEIVABLES, WHICH CAN BE FINANCED USING THE LOC. THEY REPRESENT ABOUT 65% OF OUR TOTAL RECEIVABLES. WORKING CAPITAL FINANCING FOR THE OTHER 35% OF OUR RECEIVABLES IS PROVIDED PRIMARILY BY THE GENERAL FUND. ALL LOC ADVANCES ARE SECURED BY AN ASSIGNMENT OF ALL MONIES DUE, OR TO BE DUE, FROM CALTRANS. THEY MUST BE IN MINIMUM AMOUNTS OF \$350,000. THE INTEREST RATE IS A FAVORABLE TAX-EXEMPT QUALIFIED SMALL ISSUE RATE OF 5.0692%.

SINCE FISCAL YEAR 1996-1997, OUR GENERAL FUND BALANCES HAVE DIMINISHED FROM A HIGH OF \$2.6 MILLION TO A FISCAL YEAR 2001-2002 FORECASTED BALANCE OF \$1.4 MILLION. LITIGATION AND INTEREST EXPENSES HAVE INCREASED SUBSTANTIALLY IN FISCAL YEAR 2000-2001 AND FISCAL YEAR 2001-2002 AND ARE THE PRIMARY REASONS FOR THE RECENT GENERAL FUND LOSSES.

Cash Receipts (Table II):

IN FISCAL YEAR 2001-2002, WE RECEIVED CASH OF \$65.2 MILLION COMPARED TO \$44.0 MILLION IN FISCAL YEAR 2001. THIS IS A YEAR TO YEAR INCREASE OF \$21.2 MILLION. THE INCREASE IS DUE TO LOC CASH ADVANCES. INCLUDED IN CASH RECEIPTS ARE \$24.6 MILLION IN CASH ADVANCES RECEIVED UNDER OUR LOC. ON JUNE 30, 2002, OUR LIABILITY TO THE BANK WAS \$3.0 MILLION, AND \$2.0 MILLION WAS AVAILABLE TO SCAG.

MEMO

EARLIER IN THIS FISCAL YEAR, WE RECEIVED OUR ANNUAL TDA FUNDS OF \$1.0 MILLION, AND WE COLLECTED ALMOST ALL OF THE \$1.1 MILLION OF OUR FISCAL YEAR 2002 MEMBERSHIP DUES. THIS IS CASH AVAILABLE TO USE FOR WORKING CAPITAL DURING MOST OF THE FISCAL YEAR, BUT DIMINISHES AS THE YEAR PROGRESSES BECAUSE THE FUNDS ARE USED FOR PROJECT LOCAL MATCH AND GENERAL FUND EXPENSES.

Cash Disbursements (Table II):

IN FISCAL YEAR 2001-2002, CASH DISBURSEMENTS TOTALED \$66.3 MILLION COMPARED TO \$43.9 MILLION IN FISCAL YEAR 2001. THIS IS A YEAR TO YEAR INCREASE OF \$22.4 MILLION. THE INCREASE IS DUE TO REPAYMENTS OF LOC ADVANCES. INCLUDED IN CASH DISBURSEMENTS ARE REPAYMENTS TO THE BANK OF \$23.8 MILLION IN THE YEAR.

THE AMOUNT OF PAST DUE OBLIGATIONS TO CONSULTANTS WAS APPROXIMATELY \$1.4 MILLION AS OF MAY 31, 2002. IN JUNE, AMENDMENTS 3 AND 4 WERE BOTH APPROVED BY CALTRANS. ALL OF THE CONSULTANTS IN AMENDMENT 3 WERE PAID IN JUNE AND REIMBURSEMENT WAS REQUISITIONED TO CALTRANS. THE AMENDED AND INCREASED BUDGETS APPROVED IN AMENDMENT 4 WERE REQUISITIONED IN JULY.

Unrestricted Cash Status Comparison (Table III):

TABLE III REPRESENTS OUR UNRESTRICTED CASH BALANCES AT THE END OF EACH MONTH FOR FISCAL YEAR 1999, FISCAL YEAR 2000, FISCAL YEAR 2001 AND FISCAL YEAR 2002. THE CASH BALANCE REPORTED EACH MONTH IS BASED ON WHAT IS AVAILABLE THE LAST DAY OF THE MONTH AND IS A "SNAPSHOT" OF THAT DAY ONLY.

AS OF JUNE 30, 2002, OUR CASH BALANCE WAS ABOUT \$1.1 MILLION. THE MONTHLY ENDING CASH BALANCE WILL VARY GREATLY DEPENDING ON THE TIMING OF RECEIPTS AND EXPENDITURES, BUT CAN PROVIDE AN OVERALL SENSE OF THE TREND OF CASH OVER TIME. THE AVERAGE BALANCE IN THE FIRST SIX MONTHS OF THE FISCAL YEAR WAS \$1.0 MILLION. THE AVERAGE BALANCE IN THE LAST SIX MONTHS HAS DECLINED TO ABOUT \$500,000. OVERALL, OUR CASH DECLINED BY \$1.1 MILLION IN THE FISCAL YEAR FROM \$2.2 MILLION TO \$1.1 MILLION.

Fiscal Impact:

FROM A CASH PERSPECTIVE, THE ACCESS TO THE INCREASED \$5.0 MILLION LOC HAS BEEN A NECESSITY AS A SOURCE OF WORKING CAPITAL FOR SCAG. IT ALLOWS US TO MEET DAY TO DAY REQUIREMENTS AND MAKE MORE TIMELY PAYMENTS TO VENDORS.

THE FUND BALANCE IN THE GENERAL FUND HAS BEEN DECLINING. THE OUTLOOK FOR FISCAL YEAR 2002-2003 FOR SUBSTANTIAL GROWTH IN WORKING CAPITAL IS NOT LIKELY IN THE SHORT TERM.

TO DATE WE HAVE COLLECTED \$1.0 MILLION OF TDA MONIES AND THE MEMBERS PAID THEIR DUES IN THE AMOUNT OF \$203,681 BEFORE THE END OF THE FISCAL YEAR. THROUGH JULY 18, WE HAVE COLLECTED A TOTAL OF \$352,750 OR ABOUT 30% OF TOTAL ASSESSMENTS. THE ANNUAL MEMBER DUES ASSESSMENT FOR FISCAL YEAR 2003 IS \$1,159,344. BILLINGS TO THE

MEMO

MEMBERS WERE MAILED ON MAY 16, 2002. ANOTHER REPORT ON DUES COLLECTIONS WILL BE INCLUDED IN OUR NEXT REPORT. WE EXPECT TO RECEIVE A SUBSTANTIAL PORTION OF THE REMAINING BALANCE OF \$752,240 IN JULY AND AUGUST.

Glossary of Terms Used in this Report

Allocated Revenue	Funding from another agency that has been allocated to SCAG for programming.
Available to Contract	The total budget available in the SCAG Consultant and Subregion line items. SCAG can enter into contracts with these dollars.
Budget Category	One of six divisions used in the SCAG Budget to identify major areas of work program and activity.
Budget	The adopted SCAG Budget for FY2000-2001
Caltrans	California Department of Transportation
Consultant Contract Commitments	Executed contracts between SCAG and consultants making the funds unavailable for other uses.
CPG	Comprehensive Planning Grant. These are Caltrans Administered FTA & FHWA funds for regional transportation planning activities.
Cash Disbursements	Payments to employees, vendors, contractors, subregions and other public agencies for services rendered and products used in the normal course of business.
Cash Receipts	Cash received from Federal, State, and Local grantors in payment of program costs incurred, annual dues collected, and other collections such as Fee Services.
Expenditures (YTD)	Money spent, for the year, through the date identified in the report.
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal year beginning July 1 and ending June

MEMO

	30.
Revenue Status Chart	A bar graph which compares the 00-01 SCAG Budget Revenue Estimate to the Allocated Revenue and Unallocated Revenue.
SCAG Consultants	Consultants that contract directly with SCAG for Transportation Planning work, including work on behalf of Subregions.
SCAG Operations	SCAG staff costs, indirect overhead, travel, computer, photocopying and mailing.
Subregions	SCAGS fourteen local partners who manage a portion of the Budget and contribute specific work products. The Subregions are: Arroyo Verdugo Cities; CVAG; Gateway Cities COG; IVAG; LA City; LA County; Malibu-Las Virgenes; North LA City Palmdale; OCCOG; SGVCOG; SANBAG; SBCOG;VCOG; Westside Cities; WRCOG.
Unallocated Revenue	Revenue identified in the SCAG Budget but not allocated by another agency to SCAG.
Uncommitted Balance	The Budget minus commitments.
Unexpended Balance	The Budget minus the Expenditures (YTD).
Unrestricted Cash	Cash in banks, which is available to pay obligations in the normal course of business.

MEMO

Table I					
Monthly Revenue Development Report					
(Through May, 2001)					
	Fund Source	01/02 Revenue Estimate (SCAG Budget)	Allocated Funding (YTD)	Unallocated	Status of Unallocated
New Funding					
1	Federal Highway Administration, FY 01-02	\$ 13,697,188	\$ 12,927,054	\$770,134	Revenue \$770,134 less than estimated amount
2	Federal Transit Administration, FY 01-02	\$ 4,722,409	\$ 4,722,409		
3	Federal Railroad Administration	\$ 875,000	0	0	
4	LACMTA, Employer Services	\$ 2,500,000	\$ 2,500,000	0	
5	CTC's Core Rideshare	\$ 3,047,730	\$ 3,047,730	0	
6	VCTC, Employer Services	\$ 295,285	\$ 295,285		
7	OCTA-MDI	\$ 105,915	\$ 105,915		
8	General Fund	\$ 1,100,000	\$ 1,093,564	\$6,436	Unallocated amount pending receipt of member dues
9	TDA Planning	\$ 1,000,000	\$ 1,000,000		

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10	Subregion Match	\$ 1,170,775	\$ 1,170,775		
11	Other Local Match	\$ 1,426,939	\$ 1,426,939		
Prior Year Funding (Carryover)					
1	Federal Highway Administration	\$ 4,015,962	1,616,073	\$ 4,631,909	Revenue more than estimated amount .
2	Federal Transit Administration	\$ 4,806,645	4,699,883	\$ 106,762	Revenue \$106,762 less than estimated amount .
3	State Planning and Research, Caltrans HQ	\$ 509,825	\$ 509,825		
4	State Planning and Research, Caltrans District 7	\$ 3,109,649	\$ 3,109,649		
5	State Planning and Research, Partnership Planning	\$ 532,000	\$ 532,000		
6	SP&R, Caltrans District 8 (I-15 Corridor Study)	\$ 900,000	\$ 900,000		
7	FTA Section 5313 (b)/ Participant Match, Cal State LA	\$ 40,000	\$ 40,000		
8	Cal State, LA (Participant Match for 5313 (b) funds)	\$ 10,000	\$ 10,000		
9	Federal Aviation Administration	\$ 1,775,357	\$ 1,775,357		
10	GTIP/LACMTA (US 101 Study)	\$ 1,832,960	\$ 1,832,960		
11	CETAP-TCSP	\$ 937,000	0	\$ 937,000	Waiting for grant agreement
12	CETAP-RCTC	\$ 591,000	\$ 591,000		
13	Cordon Station Survey-SP&R, District 7	\$ 350,000	\$ 350,000		
14	CPTC (SR91 HOT Lanes Feasibility)	\$ 16,995	\$ 16,995		
15	LACMTA, GTIP, GCOG (I-710 MIS)	\$ 1,925,000	\$ 1,925,000		
16	LACMTA, MSRC (Web-Accessible Vanpool Info, Commuter Channel)	\$ 317,715	\$ 317,715		

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17	SANBAG (I-15 Corridor Study)	\$ 50,000	\$ 50,000		
18	DPSS	\$ 193,280	\$ 193,280		
19	HCD	\$ 65,810	\$ 65,810		
20	TRANSTAR Service Contracts	\$ 438,325	\$ 438,325		
21	US Fish & Wildlife, National Park Service, Others	\$ 50,000	0	\$ 50,000	Waiting for commitments from participants in air photo project
22	Year 2000 Post Census: LACMTA, ARB, RCTC, SANBAG, CTC's	\$ 775,999	\$ 775,999		
23	TDA Planning, Prior Years	\$ 416,373	\$ 416,373		
24	Los Angeles World Airport (FAA Grants)	\$ 78,198	\$ 78,198		
Funding to be Identified		\$ 3,081,750	0	\$ 3,081,750	Funding will not be identified
Totals:		\$ 56,761,084	\$ 48,534,113	\$ 9,583,991	